BY ORDER OF THE COMMANDER **AFI 11-206/ACC SUP 1**

AIR COMBAT COMMAND **30 AUGUST 1995**

FLYING

GENERAL FLIGHT RULES

AFI 11-206, 25 July 1994 is supplemented as follows. Office Primary Responsibility (OPR) in HQ ACC is DOS. The Office of Collateral Responsibility (OCR) is indicated at the end of each applicable area.
This supplement will be revised as necessary. However, changes will be held to a minimum and will be released only when the material covered has a direct effect on ACC flight operations. Each OCR is responsible for the completeness and validity of data applicable to its activities and for obtaining staff coordination on all changes initiated. If guidance in this supplement conflicts with an aircrafts's Multiple Command Regulation, 51/55 series regulation, or Air Force Instruction 11-training series use the more restrictive guidance, unless otherwise noted. This publication applies to all Air Combat Command (ACC), Air National Guard (ANG) when published in the NGR (AF) 0-2, and U S Air Force Reserve (USAFR) units when listed in the AFRES 0-2, and members from other commands, DRUs, and FOA (assigned and attached) when performing crew duties in ACC/ACC-gained aircraft**.**

SUMMARY OF REVISIONS

This revision aligns with AFI 11-206.

Supersedes AFR 60-16ACC1, 25 Feb 93.

Certified by: HQ ACC/DOS (Col Lance Smith)

OPR: HQ ACC/DOSB (Maj Nelson)

Pages: 16/Distribution: F

Approved by: Joseph W. Ralston, General, USAF, Commander

1.2.3. Numbered Air Forces (NAF) and Direct Reporting Units (DRU) may further restrict the provisions of this regulation by supplement. Such restrictions apply only to aircrews and aircraft assigned or attached to that command. Forward supplements to HQ ACC/DOSB in duplicate. ANG and USAFR units will route all communications pertaining to this supplement through normal channels to ANGRC/DOV and AFRES/DOTT, respectively.

1.3. Waivers to AFI 11-206 are listed in this supplement under the applicable paragraphs of 5.18, Aircraft Lighting, and 7.3, Flight Operations Under VFR.

1.5.4.1.(Added). See AFI 13-201, Airspace Management, before reporting/ investigating alleged flying violations. Forward investigation results to HQ ACC/DOS IAW AFI 13-201, Airspace Management. AFRES units see AFRESR 55-3.

2.1. 8th Bullet**.** Takeoff and landing restrictions for all ACC/ACC-gained fighter/ attack/ fighter recce/ CTP aircraft.

NOTE: Additional restrictions in Table 8-14 apply.

- Minimum runway width for takeoff and landing is 75 feet
- Tailhook-equipped aircraft will takeoff towards a compatible arresting system when:
  - Minimum go speed or continuation speed exceeds maximum abort speed for dual engine aircraft or,

- Takeoff speed exceeds refusal speed for single engine aircraft.

- Rolling takeoffs for fighters may be made under the following conditions:
  - Active air defense scrambles.
  - Flush operations/ vertical dispersal's.
  - If approved by the operations group commander for specific training or exercise tasking.
- Landing restrictions for all ACC fighter/ attack/ fighter recce/ CTP aircraft**:**
  - Except in an emergency, these aircraft will not land at a preplanned destination when computed landing roll (to include wet, icy, or tailwind conditions) exceeds 80% of the available runway, regardless of arresting gear availability. Exceptions must be approved by the operations group commander or deployed commander. For ANG/ AFRES units, the air operations officer, squadron commander, or higher is the approving authority.
  - For tailhook-equipped aircraft landing at preplanned destinations or preplanned alternate airfields with less than 8,000 feet of runway length and without a compatible arresting gear (defined as any cable/arresting gear on the departure end or in the overrun capable of stopping the aircraft), requires specific approval of the operations group commander (OG/CC), sector commander, or AFI/DO. For ANG/AFRES, the air operations officer, squadron commander, or higher. For HQ ACC/AOS missions, ACC/AOS mission director.
- Aircraft will not takeoff or land over an approach-end cable that has been reported as slack or loose.

2.1. 9th Bullet (Added). The following runway parameters apply in feet for non tailhook equipped aircraft:

TABLE 2.1. AIRFIELD PARAMETERS

AIRCRAFT	MIN RWY LENGTH (excluding overrun)	MIN RWY WIDTH	MIN TAXIWAY WIDTH
B-52	10,000'	175'	200'
B-1/B-2	10,000'	148'	75'
E-3/E-8/TC-18	7,000'	135'	75'
E-4/KC-10	7,000'	148'	75'
C/EC/KC/OC/RC/TC/ WC-135	8,000'	148'	75'
C/EC/HC/LC/WC-130	Comply with 51/55/AFI 11- XXX series		
C-21	See MCR 55-121/AFI 11-XXX series, Operational Support Airlift (OSA) Operations for minimum runway lengths and distance		

WAIVER AUTHORITY: Operations Group Commander, Sector Commander.
For ANG/AFRES the Air Operations Officer, Squadron Commander, or higher**.**

2.2. 2nd Bullet**.** The following flight plans are authorized in lieu of the AF Form 70, Pilots Flight Plan and Flight Log:

- MC Form 8, Mission Flight Plan (SAC Form 200 until supplies are exhausted)
- AF Form 691, Combat Mission Flight Plan

- Navigation chart and/or mission flight plan identifying the route of flight from takeoff to landing and contains all the information that would normally be on the AF Form 70.
- Computerized flight plan printouts produced from ACC approved flight planning software are authorized in lieu of the AF Form 70.

NOTE: C/EC/HC/LC/WC-130 crews may continue to use MAC/AMC or unit navigator forms with ACC/DOL approval.

2.2. 4th Bullet**.** Active air defense scrambles are exempt from the above requirements.

2.3. ACC approved computer generated mission planning systems are:

- Air Force Mission Support System (AFMSS)
- Mission Data Preparation System (MDPS)
- Mission Support System II (MSS II)
- Combat Flight Planning Software (CFPS)
- Transportable U-2 Mission Planning System
- FPLAN used by HH-60 aircrews

NOTE: All -135 aircraft may use AMC approved software until AFMSS is fielded at all units**.**

2.3.1.(Added). ACC/ACC-gained aircrews are responsible for ensuring correct data entry and output.

2.3.2.(Added). HQ ACC/DOT is the certifying official for all ACC managed and utilized safety-of-flight related mission or flight planning software. Suggestions, improvements, changes, or modifications to centrally managed ACC software should be submitted to the respective technical focal points of contact as outlined in ACCR 800-2, Management of Weapon Systems Software Resources, or ACCR 55-57, Micro-Computer Software Management.

2.4.3. See the appropriate aircraft 51/55/AFI 11-XXX series for fuel reserve requirements. See paragraph 8.5, *EXCEPTION*, this supplement for guidance on holding at a remote or island destination.

2.5. When military weather services are unavailable pilots may call their home station or use any FAA approved weather system or service, i.e., Duats, etc.

2.5.2. ACC approved weather briefing forms are the DD Form 175-1 and ACC Form 78, Bomber/Tanker Weather Forecast. Unit designed forms that meet all requirements of DD Form 175-1 may be used to document weather briefings.

2.8.1.1. 1st Bullet. Aircrews may take cameras and VTRs into a cockpit when available space permits stowing so the camera positively cannot interfere with aircraft controls, life support equipment, or pose a loose object hazard during aircraft maneuvering or ejection. Single seat pilots may use cameras in the aircraft when required to by training or operational directives. Use of cameras must be prebriefed within a flight to ensure flight path deconfliction, altitude awareness, and visual lookout responsibilities. Cameras will be prepositioned and securely stowed until required for use. The use of personal cameras in single seat aircraft is prohibited. In multi-place aircraft, aircrews may use personal cameras subject to the following constraints:

- The pilot flying the aircraft must be current and qualified. The individual using the camera will not be flying the aircraft.
- If in formation, fly only authorized formation positions.
- In addition to aircrew members, qualified ACC and Air Force Audio Visual Service (AAVS) photographers may perform photographic support duties. Qualified ACC and AAVS photographers may be identified through the base/ unit OIC/ NCOIC visual information manager or HQ ACC/SCCV. These photographers will be on flight orders and accorded additional crewmember status as authorized by AFI 11-401, Flight Management, paragraph 1.10.1.3. See ACCR 55-2, Life Support Program, for egress/ejection seat and hanging harness training requirements.

2.8.4. Crewmembers and passengers may wear the items listed in the basic paragraph in the aircraft or on the flight line. Aircraft commanders will ensure crewmembers and passengers are briefed on the potential of these items creating a foreign object damage hazard (FOD). An aircraft commander may restrict crewmembers and passengers from wearing any of these items if the aircraft commander believes a FOD hazard exists.

NOTE: Crewmembers will not wear earrings in ACC aircraft**.**

2.8.5.(Added). Pilots may use binoculars in the aircraft when required IAW a training or operational directive. Binoculars will be securely stowed until required for use. Use of binoculars must be prebriefed within a flight to insure flight path deconfliction, altitude awareness, and visual lookout responsibilities.

2.9.1. In aircraft with tandem cockpits, the flight instruments must be operative in both cockpits for night/ IMC flights, when both cockpits are occupied by aircrew members performing aircrew duties.

2.9.1.1.(Added). Ground station check of Mode 3 IFF/SIF equipment is required prior to takeoff on all flights. Aircraft equipped with an IFF self-test capability are exempt from the ground station check if the self-test feature indicates normal system operation. However, whenever IFF/SIF equipment malfunction is suspected, a ground station check will be accomplished.

EXCEPTION: Ground check of the Mode 3 is not required on stopover flights when the IFF/SIF was operational on the previous flight.

2.9.1.2.(Added). If interrogation facilities or radar facilities do not permit ground station checks, takeoff may be made if the IFF/SIF was operational on the previous mission.

2.9.1.3.(Added). Single aircraft may take off with IFF/SIF equipment known to be inoperative if the following conditions are met and every effort has been expended to repair the equipment:

2.9.1.3.1.(Added). The squadron operations officer or designated representative is notified and approves the flight.

2.9.1.3.2.(Added). The flight is conducted in day VMC.

2.9.1.3.3.(Added). Contact the nearest Flight Service Station or Air Traffic Control facility and advise them that you require flight with an inoperative transponder. They will coordinate with the applicable Air Route Traffic Control Center**.**

2.9.1.4.(Added). In flights of two or more aircraft, takeoff may be made if an operational IFF is available for each flight of two aircraft or each element of a formation.

2.9.1.5.(Added). Keying the Mode 4. ACC aircraft will key the Mode 4 for all operational sorties, missions penetrating an ADIZ, and training missions involving positive Electronic Identification**.**

NOTE 1: ANG/AFRES units are not required to key and operate the Mode 4 for flights beginning and ending at times other than normal duty hours.

NOTE 2: C-21, C-27, CT-43, C/EC/HC/LC/WC-130, KC-10, HH-60, and all-135s comply with 55/AFI 11-XXX series.

NOTE 3: E-4 aircraft and air defense aircraft on alert will comply with Mode 4 procedures outlined in NORAD regulations.

NOTE 4: OC-135, Open Skies aircraft are exempt from keying the Mode 4 and will not carry classified material when performing Open Skies related training or operational missions.

2.9.2.1. Aircraft equipped with an attitude indicator system which has two primary or a primary and standby (or backup) mode will have both modes/systems operational for night and IMC flights. For any instrument that presents both analog and digital information, either presentation is acceptable at the aircraft commanders discretion.

2.9.2.1.1. (Added). Do not accept aircraft from factories, modification centers, or depots unless all flight instruments are installed and operative

NOTE: KC–10, E-3, and E-4 reference MEL.

3.2. ACC aircrews may use CF Form 16, Canadian Flight Plan, when operating within Canada or returning from a Canadian base.

3.2.1. ACC units may overprint the DD Form 175 to tailor this form for local missions.

3.2.2. Command-Approved Forms. Units may use a locally designed form for local area VFR/IFR flight plans provided:

- The form meets the minimum flight plan information requirements for VFR/IFR flights and the flight authorization requirements outlined in AFI 11-401.
- The base and appropriate Air Route Traffic Control Center have established IFR local stereo type flight plan agreements.
- The above procedures have been coordinated with base operations.
- Aircraft conducting air defense activities may use scramble/airborne order flight plans. The Air Defense Sector and the concerned flying unit will jointly prepare this flight plan. The sector will file the flight plan with the appropriate Air Traffic Control Center.

NOTE: Label these forms "Local Flight Clearance - Flight Order" when used to combine local area VFR/IFR stereo flight plans. It may be used as a flight order only for local area IFR round robins filed on a DD Form 175, Military Flight Plan. Flights that terminate at an installation not under the operational control of the base of departure will require a separate flight clearance and flight order. Air defense units may use this clearance for all flights within the local area, between units under the control of the Air Defense Region having operational control of the aircraft, and for other air defense activity that is in the interest of national security.

3.6. 5th Bullet (Added). Unless emergency conditions dictate otherwise, when a significant change in the planned flight, or planning factors for the flight, occur either before takeoff or en route, the aircraft commander will ensure the appropriate unit command and control agency is notified. ANG units comply with NGR (AF) 55-10.

4.2.3. 6th Bullet**.** The primary flight lead in formation flights will sign the DD Form 175. This signature is authority for the flight to proceed in the event lead aborts. No additional signatures are required.

4.2.3. 7th Bullet**.** An instructor pilot (IP)/flight examiner on the flight authorization (not the aircraft commander/flight lead) will assume command of the aircraft/flight for as long as required to correct a safety discrepancy or other potentially dangerous condition when the IP/flight examiner observes that proper corrective action is not being taken.

4.2.3. 9th Bullet (Added). The weight and balance of the aircraft are within limits as specified in appropriate flight manuals.

4.2.3. 10th Bullet (Added). When a formation flight will split up and continue under two separate flight plans, each aircraft commander/element lead will sign a DD Form 175.

4.3.3. The C-21, C-27, CT-43, C/ EC/ HC/ LC/ WC-130**,** E–3, E–4, E-8, TC-18, KC-10, and EC/ KC/ OC/ RC/ TC/ WC-135 are considered C-designated aircraft and may file to a "P" field.

4.3.3. 4th Bullet**.** Airfields must comply with aircraft operational requirements specified in this supplement, applicable regulations, and technical orders. Aircrews or unit scheduling will ensure the Air Force will not incur any unapproved fees for landings, touch and go landings, airfield use, parking or engine start (JASU or GPU). Use military refueling if available. Contract fuel vendor must accept DD Form 1896 (US Military Aircraft Identiplate). Use of noncontract fuel is not authorized. Aircrews or unit scheduling will telephone coordinate use of the airfield with the airport manager or designated representative prior to departure.

NOTE 1: Helicopters may use non-contract fuel when military and contract fuel is not available along the route of flight.

NOTE 2: ANG units comply with NGR (AF) 55-10.

NOTE 3: C-21, C-27, CT-43, C/EC/HC/LC/WC-130 aircraft comply with 55/AFI 11- XXX series.

4.6. Each OG/CC will ensure aircrews departing on international flights are properly briefed on the applicable requirements of the USAF Foreign Clearance Guide (FCG). Refer to AFI 13-201, Airspace Management, for a designee to act as foreign clearance briefing officer for aircrews. Authority to request foreign clearances is delegated to commanders of Numbered Air Forces, DRUs**,** wings, ACC/AOS**,** and 8 ACCS. Refer to FCG, General Information Booklet, Chapter 5, Section II, Foreign Clearance Responsibilities.

EXCEPTION: C-21, C-27, CT-43, C/EC/HC/LC/WC-130 aircrews will ensure they understand FCG requirements applicable to their mission itinerary. The aircraft commander is ultimately responsible for adherence to the FCG.

4.6.1.(Added). Helicopter aircraft commanders will review the USAF Foreign Clearance Guide and brief crewmembers on applicable items before flights outside the CONUS. Comply with Customs, Immigration, Agriculture, Immunization, and quarantine requirements. Entry into foreign countries by personnel and equipment to conduct SAR missions will be as directed by military agreements, diplomatic agreements, directives of the operational control commander, ICAO standards, and the Foreign Clearance Guide**.**

5.1. Unauthorized flight demonstrations, performance of unauthorized maneuvers, or 'fly bys" are prohibited. Requests to provide flight demonstrations will be considered on a case-by-case basis. Submit a request to HQ ACC/DO, ANGRC/DO, OR AFRES/DO as applicable**.**

5.1.3.1.(Added). When additional aircrew personnel are aboard or when an EC/KC-135 boom operator is not otherwise performing primary crew duties, the IP seat (on aircraft so equipped) should be occupied to assist the crew to see and avoid other aircraft during takeoff, departure, low level, penetration, approaches, and landings.

5.3. 2nd Bullet**.** Military Authority Assumes Responsibility for Separation of Aircraft (MARSA). FAA Handbook 7610.4 defines MARSA as "a condition whereby the military services involved assumes responsibility for separation between participating military aircraft in the ATC system. It is used only for IFR operations that are specified in Letters of Agreement or other appropriate FAA or military documents." Flying units must ensure pilots are aware of MARSA agreements contained in Letters of Agreement with Air Traffic Control agencies. Pilots cannot arbitrarily declare MARSA. See AFI 13-201 for additional procedures.

5.4.1. Issuance of an air traffic control clearance, specifically for nonstandard formation, constitutes approval by ATC for operations in a nonstandard formation. The formation leader shall notify ATC upon initial contact and entering each new sector that flight/cell operations are being conducted in a nonstandard formation. Advise ATC of the separation and spacing being employed**.**

5.7.4.1.(Added). Authorization for Deviation of FAR 91.117(a). Certain ACC aircraft are authorized to deviate from the maximum speed provisions of this FAR for conventional enhanced release training (CERT), at selected bases. The activity is to be performed under strict guidelines and controls. The authorization is dated 23 April 1990 from Harold W. Becker, Acting Director, Air Traffic Rules and Procedures Service.

5.9.1. 2nd Bullet**.** Takeoff will normally commence from the approach end of the runway. Aircraft subject to structural damage when taking off over an arresting gear cable may start takeoff immediately past the approach end arresting gear cable. Takeoff data must be computed for the new takeoff position. Takeoff distance must meet 55/AFI 11-XXX series minimum runway length requirements.

NOTE 1**:** Not applicable to helicopters**.**

NOTE 2: E-4B intersection takeoffs authorized IAW flight manual procedures**.**

NOTE 3: Takeoff, and intersection takeoff, may be made in accordance with the appropriate 51/55/AFI 11 -XXX series.

5.9.1.1. (Added). RC-135V/W aircraft may begin takeoff roll immediately past the approach end arresting gear provided the following criteria are met: (DOR)

- The departure end arresting gear/barrier cable is removed.
- Takeoff data is recomputed on the basis of actual runway remaining.
- Critical field length (CFL) does not exceed 90 percent of the remaining runway length. If CFL exceeds 90 percent of the remaining runway length, the entire runway will be used and the approach end arresting gear/barrier cable will be removed.

5.9.1.2.(Added). Plan to land within the designated touchdown zone of the runway. Aircraft subject to structural damage from landing roll over an arresting gear cable may land immediately past the approach end arresting gear cable (this includes the F-16 with center line stores when approved by the OG/CC). Aircraft will use 55/AFI 11-training series guidance when using this option.

NOTE 1: ACC/ACC-gained aircraft are prohibited from landing over a raised arresting barrier such as a MA-1A. This does not preclude landing over BAK 12/14 or other cables.

NOTE 2: Not applicable to helicopters.

- RC-135V/W aircraft are prohibited from landing over arresting gear/barriers; both the approach end and departure end arresting gear/barriers will be removed prior to landing (DOR).
- ACC/ ACC-gained aircraft will not be flown into arresting cables for practice or certification. Taxi engagements between 70 and 120 knots are authorized**.**

5.9.3.1.(Added). ACC policy on overflights of ACC/ACC-gained airfields to initiate ground training exercises is to enhance the awareness of unit ground personnel of exercise scenario change and not to provide simulated airfield attacks. It applies to all personnel assigned or attached to ACC and to any others while in ACC/ACC-gained aircraft.

5.9.3.1.1.(Added). Aircrews selected to participate in these overflights will adhere to the following restrictions:

- Minimum altitude over populated/congested areas is 1,000 feet AGL above the highest obstacle within a horizontal radius of 2,000 feet from the aircraft.
- Minimum altitude over the runway during the pass is
- Limit overflight to one pass down the runway. Maximum flight size is two aircraft.
- Maximum airspeed will be 350 KIAS within the airport traffic area.
- Overflight will be in level flight.
- Weather will be at least 1500/3.
- The requester for the overflight will brief aircrews performing the overflight on any other restrictions.
- Aircraft will operate on assigned approach control or tower frequency during the overflight and will make a mandatory “30-seconds out” safety call.
- The radio call “Knock-It-Off” will immediately terminate these events.

5.9.3.1.2.(Added). Exercise planners will prebrief the base CATCO/Air Traffic Control Agencies on all overflights.

5.9.3.1.3.(Added). All requests for overflight will include the above information plus a unit point of contact for participating aircrews. Both the requesting and participating wing/group commander (if different) will approve these missions.

5.9.3.1.4.(Added). At civilian bases where ACC, ANG, or AFRES units are tenant/associate units, overflights to initiate ground training exercises will be fully coordinated with and approved by the local host military unit/organization and airfield manager.

5.9.5. Helicopters will conduct night landings IAW 55/AFI 11-training series.

5.9.5.1.(Added). Night landings will use the approach procedure that affords the safest and most effective means for a pilot to determine both azimuth and glide slope considerations during landing**.**

5.11.1.(Added). T-38s are authorized to fly military training routes (MTRs). T-37s are authorized to fly slow speed low altitude training routes (SR) or may develop Low Altitude Tactical Navigation (LATN) areas in accordance with AFI 13-201, Airspace Management.

5.11.1.1.(Added). The following rules apply to all Companion Trainer Program aircraft. Minimum altitudes are:

- 1,000 feet above ground level (AGL) in mountainous terrain and LATN areas (T-37s).
- 500 feet AGL on MTRs and SRs in non-mountainous terrain.

5.11.1.2.(Added). Comply with weather minimums in FLIP.

5.13.1. Simulated instrument flight may be flown and logged without the use of vision-restricting devices. Pilots will comply with the guidance in paragraph 5.13.1, of the basic instruction.

5.13.1. 2nd Bullet. The safety observer for simulated instrument flight must possess a current aeronautical rating of pilot or be a qualified weapons system officer (WSO) and be knowledgeable of the aircraft performance capabilities/limitations.

NOTE: The safety observer may not occupy the rear cockpit of an unmodified F-4G. Safety observers are allowed to monitor approaches in modified F-4Gs which allow increased forward visibility.

5.13.1.1.(Added). For Companion Trainer Program aircraft the safety observer must be pilot qualified in that particular aircraft.

5.13.2. Hooded simulated instrument flight is permitted when the pilot performing simulated instrument flight is occupying the rear seat in aircraft with tandem cockpits.

NOTE: Helicopters will not use a hood or other artificial vision-restricting device for any phase of flight.

5.13.2.1.(Added). When pilots use a vision-restricting device, the safety observer must be an instrument qualified pilot, landing current in the aircraft, and must have full view of the flight instruments and access to the flight controls.

NOTE: Aircraft mounted hoods are not authorized for the rear cockpit of F-4 aircraft except for CB coded F-4G aircraft conducting tests with sun sensitive cameras.

5.14.2.1.(Added). F-117s may conduct simulated emergency approaches in night VMC IAW AFI 11-117 (AFFSA/XO Msg, 181434Z Jul 94).

5.14.2.2.(Added). In areas exceeding 60 degrees latitude, ACC and ACC- gained single pilot aircraft and helicopters may perform simulated emergencies during the period of civil twilight published in the Air Almanac.

5.14.3. For multi-pilot aircraft (to include the F-16D, F-15D, F-15E and F-111 with two qualified pilots on board), simulated emergencies may be practiced in day and night IMC provided weather conditions meet the minimums prescribed in the basic instruction. See 51/55/AFI 11-XXX series for further restrictions.

5.14.4. Guidance for practicing simulated emergencies/ training maneuver restrictions is as published in 51/55/AFI 11 -training series, technical orders for the individual aircraft, AFI 11-206, and the following additional guidance:

- Simulated compound emergency procedures are prohibited in Companion Trainer Program aircraft.
- Excluding FCFs, do not use the landing gear and flap emergency systems to simulate hydraulic or electrical emergencies unless the simulation has no effect on the normal operations of those systems and does not deplete/exhaust/hamper the intended emergency capability.

- AFRES units also refer to AFI 11-206, AFRES Sup 1.

5.14.4.2. See the applicable 51/55/AFI 11-training series for procedures when an instructor pilot of flight examiner does not have immediate access to the aircraft controls.

NOTE: Companion Trainer Program copilots will not practice simulated emergency takeoff, approach, or landing procedures unless an IP or flight examiner is on board and in day VFR conditions.

5.14.4.3. Practice in-flight engine shutdown is prohibited in Companion Trainer Program aircraft.

5.14.4.4. 4th Bullet. Simulated flameout (SFO) approaches at Michael Army Airfield may be conducted by aircraft from the 388 FW and 419 FW in accordance with the letter of agreement dated 1 July 1992. Review this waiver following each change or revision to AFI 11-206 (USAF IFC/IS Msg, 152026Z Oct 92).

5.15. Airborne Radar Approaches will be flown as specified in 51/55/AFI 11-XXX series (if applicable), aircraft flight manuals, and locally published procedures.

5.16.2. ACC and ACC-gained aircraft may perform touch-and-go landings. See appropriate 51/55/AFI 11-XXX series for specific restrictions, limitations, and procedures along with the following guidance:

- Only in dual controlled fighter/attack aircraft when there is an instructor pilot/fight examiner on board and the sortie is an approved syllabus/ requalification training flight.
- All other pilots may perform touch-and-go landings in all dual controlled aircraft provided one set of flight controls is manned by an instructor pilot, flight examiner, or aircraft commander approved for touch-and-go landings.
- For U-2 aircraft, touch-and-go landings may be performed provided a qualified observer is stationed in the mobile control unit at the approach end of the runway and is in radio contact with the aircraft commander.
- Companion Trainer Program IPs and team aircrews (pilots and copilots) may perform touch-and-go landings as stated in flight manuals and ACCR 51-2.
- Accomplish H-60 touch and go landings according to the flight manual. Touch-and- go landings do not require an instructor pilot at the controls as long as the throttles are set at 100 percent Nr for the approach, landing, and takeoff.

5.18. ACC and ACC-gained aircraft may operate in restricted areas and warning areas with reduced lighting; anti-collision, strobe lights, and position lights off (all lights off or in any combination). Refer to AFI 11-214, Aircrew and Weapons Director Procedures for Air Operations, for further guidance.

5.18.1.1.(Added). Grant of Exemption No. 5100C, Regulatory Docket No. 25863. Allows DoD aircraft to operate without lighted position lights while engaged in drug interdiction operations. Expires 30 Sep 96.

5.18.1.2.(Added). Grant of Exemption, Regulatory Docket No. 26478 (26 Apr 91), the FAA granted an exemption from the provisions of Section 91.209 of FAR to the extent necessary to conduct counternarcotics training in support of drug law enforcement and drug traffic interdiction in ATCAA. Expires 30 Apr 1997. The following additional restrictions apply:

- Letters of agreement will be coordinated between the USAF and the controlling facility of the affected ATCAA's.
- Authorized only to the extent necessary for the training of pilots in counternarcotics activity.

5.19.1.(Added). The minimum altitude for performing aerobatics and Air Combat Training (ACT) is 5,000 feet AGL or as stated in 51/55/AFI 11-training series, whichever is higher. Aerobatics may be performed below 5,000 feet AGL to the extent necessary to accomplish the low altitude training events authorized in 51/55/AFI 11-XXX series.

NOTE: Aerobatics are prohibited in ACC/ ACC-gained helicopters.

5.21. Any use of tobacco or smokeless tobacco products is prohibited aboard all ACC/ACC-gained aircraft.

5.24. B-1, B-2, B-52, and E-4 aircraft will avoid thunderstorm activity in-accordance-with the basic instruction and the following:

- In the vicinity of the airport, maintain at least 5 NM separation from heavy rain showers and avoid thunderstorm activity by at least 10 NM below FL 230. Approaches or departures may be authorized by the OG/CC (or designated representative) if thunderstorms are officially observed to be no closer than 5 NM from the airport. The thunderstorm must not be producing any hazardous conditions at the airport, or in the respective landing or takeoff corridor, and must not be forecast/observed to be moving in that direction.
- During the en route portion of the flight avoid thunderstorm activity by any means available by at least:
  - 20 NM laterally at or above FL 230
  - 10 NM laterally below FL 230

5.25.3.(Added). Wings/DRUs, with aircraft having ejection seats, will establish restrictions on their local flying operations when high winds and sea states would be hazardous to an aircrew member if ejection occurred. As general guidelines, training operations should not be permitted when steady state surface winds (forecast or actual) in the local training/operating area exceed 35 knots over land. For units with over water training areas, training flights should not be permitted when wave heights ten feet or greater are generated by surface winds of 25 knots or greater. At the SQ/CC's discretion, guidelines established at the wing/DRU, may be exceeded on a case by case basis, when operational considerations so dictate.

5.26. Operations in Areas of Volcanic Ash Activity. Review all NOTAMS and Air Traffic Control directives for current status of volcanic activity. To the maximum extent possible, avoid flight in areas of known volcanic ash activity by 20 NM unless operational necessity dictates and is Higher Headquarters approved. See AFP 60-19 Vol II for additional guidance.

6.2. Life support equipment and policy is as specified in ACCR 55-2, Life Support Program.

6.2. 1st Bullet. Guidance for the wear of parachutes is described below:

- In B-52 aircraft, personnel occupying ejection seats may unstrap parachutes during high altitude cruise provided seat pins are installed (or the trigger ring is stowed), seat belts remain fastened, and adverse weather/turbulence is not experienced. Personnel not occupying ejection seats may unstrap their parachute during high altitude cruise (including nonstandard formation flight at altitude). Personnel will wear parachutes when directed by the aircraft commander. Instructors/evaluators are exempt from wearing parachutes when performance of their essential duties makes wearing the parachute impractical.
- Occupants of ejection seats in B-1B aircraft may unstrap the torso harness, leg, and arm restraints during high altitude cruise (including nonstandard formation flight at altitude) provided the handle lock is in the locked position, ejection mode knob is in the manual position, ejection seat safety pins are installed, seat belt remains fastened, and adverse weather/turbulence is not expected. Command policy for B-1B non ejection seat usage is published in ACCR 51-50 Vol 24 Aircrew/Pilot Training, B-1B.
- B-2 pilots may unstrap the torso harness and arm restraints during high altitude (including nonstandard formation flight at altitude) provided the handle lock is in the locked position, ejection mode is in the manual position, seat belt remains fastened, and adverse weather/turbulence is not expected.
- In all -135 aircraft, personnel need not wear parachutes during peacetime air refueling operations.

- For KC-135 aircraft, parachutes and associated life support equipment will be required for EWO (alert), conventional operations, operational reconnaissance missions, test acceptance, or research operations.
- For EC-135 aircraft, parachutes and associated life support equipment will be required for hazardous acceptance or research operations. The following notes apply to all -135 aircraft:

NOTE 1: Parachutes will be prepositioned aboard EC/ KC-135 aircraft IAW ACCR 55-2, Life Support Program. (N/A 8 ACCS aircraft).

NOTE 2: Two parachutes and helmets are required to be carried on EC/ OC/ RC/TC/WC-135aircraft for inflight hatch checks unless a restraint harness is installed and properly adjusted.

6.2. 2nd Bullet. Guidance for the wear of seat belts is described below**:**

- The aircraft commander must ensure each occupant over two years old has an approved equipped with a safety belt.
- Seat belts must be worn:
  - When an ejection seat is occupied.
  - By the occupants of aircraft commander and pilot positions.
  - During takeoffs and landings. When essential duties make the wearing of a seat belt impractical, instructors and evaluators not occupying an ejection seat are exempt from wearing a seat belt at their discretion. Other personnel not occupying ejection seats are exempt from wearing a seat belt at the discretion of the aircraft commander.
  - When directed by the aircraft commander.
  - Except when participating in an approved orientation program under the supervision of a crewmember, passengers will remain seated with their seat belts fastened during refueling operations.
  - In helicopters, except when mission requirements dictate the use of another restraint device. At least one pilot will have seat belts and shoulder harness fastened during ground operations when rotors are turning.
  - Passengers and crewmembers should wear a seat belt, while seated during a flight, to avoid injury in the event of sudden turbulence.
  - E-3, E-4, E-8, TC-18, and KC-10 flight engineers are exempt from wearing shoulder harnesses during takeoffs and landings.

6.2. 3rd Bullet. Guidance for the wear of personal equipment, including helmets, anti-G suits, flight clothing and flight gloves is described below:

- Minimum flight clothing requirements are outlined in ACCR 55-2. OG/CCs shall specify additional aircrew flight clothing based on mission requirements.
- Aircrew members will wear flight gloves during engine start, takeoffs, landings and as deemed necessary by the aircraft commander. Because of the inherent protection afforded, crewmembers are encouraged to wear flight gloves at all times in the aircraft.

EXCEPTION**:** Aircrew members authorized to wear the Air Force short/long sleeve light blue blouse or shirt, or civilian clothes while performing aircrew duties in ACC/ ACC-gained aircraft are exempt from this paragraph.

NOTE: C-21, CT-43, C/EC/HC/LC/WC-130 comply with 55/AFI 11–XXX series

- All bomber crewmembers will wear helmets during initial takeoff/climb out, air refueling from the 1/2 mile call through termination of actual refueling operations, low altitude training routes, flight characteristics demonstration, any time an armed ejection seat is occupied, and flight below 10,000 feet MSL. Pilots will have a visor down during any operations exceeding 300 KIAS below 10,000

feet MSL. If the visor interferes with the ability to see the instruments or terrain, minimize the time spent with the visor up.

6.2. 6th Bullet**.** Aircrew and passenger flotation equipment will be prepositioned/ worn as specified in ACCR 55-2 , Life Support Program.

6.2. 7th Bullet**.** OG/CCs shall determine the policy for pressure suits for flight above FL 500. Specific time and altitude limits with recovery procedures must be established.

6.3.4.1.(Added). USAF Flight Surgeons must screen pilots who use NVG or NVG/HUD equipment IAW AFR 160-43 and AL-SR-1992-0002. (SGST-3)

6.4.2.1. (Added). Oxygen requirements for all aircrews is IAW AFI 11-206, Table 6.1, and the following restrictions:

- Bomber crewmembers will wear oxygen masks from initial takeoff to the initial oxygen check.
- Bomber pilots will wear oxygen masks during air refueling from precontact through termination of actual refueling operations.
- Bomber pilots will wear oxygen masks by the final approach fix or turn to visual final through landing or missed approach.
- EC/KC-135 and KC-10 boom operators performing air refueling duties will have oxygen readily available.
- In all -135 series aircraft**,** when movement about the aircraft is necessary for relief, crew duties, etc., comply with AFI 11-206, Table 6-1, column entitled "Occupant." An authorized walk around bottle satisfies the requirement for source of oxygen.
- KC-10 boom operators performing routine cargo checks or transiting through the cargo compartment are not required to carry supplemental oxygen. KC-10 crewmembers required to perform other than routine duties in the cargo compartment during flight will have supplemental oxygen readily available.
- In B-52 aircraft, when readily available oxygen is required for "Occupant," the helmet with mask attached satisfies this requirement provided adequate oxygen sources are available.
- In the B-1, when readily available oxygen is required, the helmet with mask attached satisfies this requirement.
- When readily available oxygen is required for aircraft so equipped, the troop oxygen system with troop masks installed, satisfies this requirement.

6.4.3. 3rd Bullet**.** For any scheduled mission where cockpit pressure will exceed 18,000 feet MSL, all aircrew members/occupants will prebreathe 100% oxygen for at least 30 minutes prior to the cabin altitude exceeding 10,000 feet MSL. Any break in this prebreathing cycle will require either starting the cycle again or removal of the affected individual from the flight.

***EXCEPTION*:** Crewmembers in the T-37 and U-2 low sorties are exempt from this requirement (SGST-3).

7.3.1.1.(Added). Grant of Exemption No. 130B. Authorized operations of U-2 aircraft at FL600 and above without regard to the established VFR cruising altitudes (Permanent).

7.3.1.2.(Added). Grant of Exemption No. 133I. Authorizes en route cell formations with a maximum of six aircraft per cell, and air refueling and orbiting incident there to, by individual aircraft and cell formations at and above 12,000 feet MSL, within approved refueling anchors and along refueling tracks without regard to the established VFR cruising altitudes (Permanent).

7.3.1.3.(Added). Grant of Exemption No. 134G. Authorizes nontraining photographic reconnaissance missions that require flying a series of tracks at a constant altitude to be conducted without regard to established VFR cruising altitudes, provided a competent observer, in addition to the pilot, or chase

aircraft, accompanies the mission for those periods when the aircraft is not at an established VFR altitude for the direction of flight (Permanent).

7.3.1.4.(Added). Pilots may conduct night VFR rectangular patterns in multi-place aircraft.

7.3.5.(Added). Pilots flying the T-37 and T-38 may conduct night VFR straight-in and overhead patterns provided VASI/ PLASI/ PAPI is operational on the runway being used and an instructor pilot is onboard.

7.3.6.(Added). Pilots flying the U-2 may conduct night VFR straight-in and overhead patterns provided VASI/ PLASI/ PAPI is operational on the runway being used**.**

7.3.7.(Added). Pilots flying the C-21 will conduct night visual patterns IAW 55/AFI 11 -XXX series**.**

7.3.8.(Added). Pilots that are night assault qualified in the C-27 and C/EC/HC/LC/WC-130 will conduct night visual patterns IAW 55/AFI 11 XXX series.

8.2.1.(Added). Flights under VFR radar services to, from or between training areas, low level routes, low altitude tactical navigation (LATN) areas, and so forth, fulfills the intent of this paragraph, and may be conducted in lieu of IFR.

8.4.1. 4th Bullet. Jeppesen Charts are approved for use when DOD instrument approach charts or host nation aeronautical information publications are not published for the intended landing airport. Aircrews must be aware that host nation/Jeppesen charts may not meet obstruction clearance or flight inspection criteria. This can be determined through the MAJCOM terminal procedures (TERPS) office responsible for the Area of Responsibility **(**AOR**)** in question. The unit Standardization/Evaluation branch is responsible for ensuring aircrews are aware of differences between Jeppesen and DOD approved instrument approach procedures.

8.4.1.1. (Added). For all T-37 and T-38 night operations, do not file to a destination (other than home field) unless there is an operational straight-in approach with glide path guidance.

8.4.1.2. (Added). FLIP high and/or low instrument approach books should be available for the aircraft commander, pilot, and navigator, as applicable, to monitor each instrument approach to be flown.

8.4.3.1.1.(Added). Fighter/ Attack/ Fighter recce/ CTP aircraft commanders may file to a destination airport if weather (ceiling and visibility) is forecast to be at or above their pilot weather category minimums or published minimums, whichever is higher. With OG/CC approval these pilots may file to a destination airport where weather is forecast to be below their lowest approach minimums if two suitable alternate airports are available and designated on the DD Form 175. Both alternates must be at least 45 NM apart, be at least 10 NM from the destination, have an operational and compatible precision approach, and meet or exceed the criteria for alternate airport weather for filing purposes in AFI 11-206, paragraph 8.6.1.

8.4.3.1.2.(Added). Other ACC/ ACC-gained aircraft commanders may file to a destination airport where weather is forecast to be below their lowest approach minimums if two suitable alternate airports are available and designated on the DD Form 175 . Both alternates must be at least 45 NM apart, be at least 10 NM from the destination, have an operational and compatible precision approach and meet or exceed the criteria for alternate airport weather for filing purposes in AFI 11-206, paragraph 8.6.1.

NOTE 1: For the two paragraphs above the aircraft will have sufficient fuel to execute an approach and missed approach at the destination airport, proceed to the alternate requiring the greatest fuel expenditure and still meet appropriate 51/55/AFI 11-XXX series fuel reserve requirements.

NOTE 2: C-21, C-27, CT-43, C/EC/HC/LC/WC-130 aircraft comply with 55/AFI 11-XXX series.

8.5. An alternate airport will be designated in the flight plan, regardless of forecast weather, for ACC Air Operations Squadron controlled aircraft, and deploying units when filing to a destination in Alaska, Canada, Greenland, or Iceland.

EXCEPTION. ACC/ ACC-gained aircraft proceeding to a remote or island destination will use the following procedures:

- Consider an airfield to be a remote or island destination when its location precludes flight to a suitable alternate. The weather forecast for this destination airfield must be equal to or better than the weather requirements for an alternate airfield prescribed in AFI 11-206, paragraphs 8.6.1 and 8.6.2.

- For B-1, B–2, B–52, TC-18, E–3, E–4, E–8, E–9, KC–10, U–2, and all -135s. If prevailing weather conditions require an alternate, these aircraft will have fuel on board to hold for two hours at the destination fix. If prior to takeoff or while en route to the remote or island destination, it is discovered the forecasted weather will not be above published approach minimums at time of arrival, or after holding, the aircraft will (by the en route decision point) return to the base of departure or the closest base on the return routing. Aircraft commanders will ensure they have sufficient fuel onboard to hold at a remote or island destination then return to the closest base on the return routing.

  NOTE: C-21, C-27, CT-43, C/EC/HC/LC/ WC-130 comply with 55/AFI 11- XXX series.

- For F/RF-4, F-15, F-16, A/OA-10, F/EF-111, F-117, T–37, T/AT-38 and H-60s. Compute fuel requirements using a fuel reserve as prescribed in AFI 11-206, paragraph 2.4.3, from departure to over the destination fix. Include fuel for 30 minutes holding at destination fix, plus fuel for the penetration and landing.

8.5.1. The 85 WG/CC, may authorize local flying without designating an alternate when the prevailing forecast has at least an 800 feet ceiling (240 m) and 3 miles visibility (4.8 km) and is forecast to remain so for at least 1 hour after ETA. An intermittent or temporary forecast of less than a 500 feet ceiling (150 m) or 1 1/2 miles visibility (2.4 km) requires an alternate.

NOTE: Not applicable for helicopters**.**

8.6.1.1.(Added). If radar is required for the only suitable approach, weather requirements for an alternate are the same as for an alternate without a published approach procedure. If this is not practicable comply with dual alternate procedures in paragraph 8.4.3.1.1 and 8.4.3.1.2 this supplement.

8.8. Takeoff Minimums:

- Fighter/ Attack/ Fighter recce/ CTP aircraft must have takeoff weather equal to or greater than the approach and landing minimums specified in the applicable pilot weather category of Table 8.14.

  - The OG/CC or equivalent is the approval authority when takeoff weather is below the applicable pilot weather category. OG/CC or equivalent approves takeoffs for actual contingency, general war deployment, and active air defense when takeoff weather is below published minimums.

- Bomber/ Command and Control/ reconnaissance (to include the U-2)/ tanker aircraft must have takeoff weather of 1600 feet (500 m) RVR. If RVR is 1,000 feet to 1,600 feet (300 m to 500 m) the mission must be higher headquarters directed and takeoff approved by the OG/CC or his designated representative.

  NOTE: For operational NAOC missions, NAOC Team Chief is the approving authority.

- C-21, C-27, CT-43, C/EC/HC/LC/WC-130, and HH-60 comply with 55/AFI 11-XXX series.

8.8.2. Bomber/ Command and Control/ Reconnaissance (to include the U-2)/ Tanker aircraft will file a takeoff alternate when departure airfield weather is below published landing minimums for that airfield. A suitable takeoff alternate airfield is one that is within 30 minutes for single/twin engine aircraft and within 1 hour for three or more engine aircraft at cruising speed. For a takeoff alternate airfield with an operational published precision approach procedure, the weather must be reported and forecast to remain no lower than a ceiling of 600 feet (180 m) and visibility of 2 miles (3.2 km) from takeoff until 1 hour after possible ETA. For a takeoff alternate airfield with an operational published non-precision approach procedure, the weather must be reported and forecast to remain no lower than a ceiling of 800 feet (240 m) and visibility of 2 miles (3.2 km) or ceiling of 500 feet (150 m) above and

visibility 1 mile (1.6 km) above the lowest published landing minimum, whichever is higher, from takeoff until 1 hour after possible ETA.

NOTE 1: C-21, C-27, CT-43, C/EC/HC/LC/WC-130 comply with 55/AFI 11-XXX series, for departure alternate requirements**.**

NOTE 2: Helicopters see MCR 55-41/AFI 11-XXX series, for departure alternate requirements**.**

8.9.1. Minimum terrain following altitudes and altitudes suitable for flight in IMC for IFR operations on published low level routes will be IAW FLIP and applicable 51/55/AFI 11-XXX series, or ACCR 51-18, Bombing/ Navigation/ AGM Training and Use of the ACC TTR System.

8.14. ACC policy is to manage the exposure of fighter/ attack/ fighter recce/ CTP pilots with varying capabilities and experience levels according to the risks inherent in low weather approaches. Prior to assigning a lower weather category, the squadron commander, operations officer, or designated representative will evaluate a pilot's instrument proficiency inflight or in an aircrew training device (ATD) capable of providing a graphic display of the approach**.** This is not a formal flight evaluation as described in MCR 60-2/AFI 11-406, Aircrew Standardization/ Evaluation Program, however, certification of pilot weather category will be documented on a Letter of Certification (Letter of X's) IAW MCR 60-2/AFI 11-406.

8.14.1. Fighter/ Attack/ Fighter recce/ CTP aircraft commanders must have ceiling and visibility minimums for the applicable pilot weather category (see table 8-14), or published minimums, whichever is higher, to start a published straight-in or sidestep approach or en route descent.

8.14.1.1. Bomber/ Command and Control/ Reconnaissance (to include the U-2)/ Tanker aircraft flying approaches using visual requirements only, must have visibility of 2400 feet RVR (800 m), or published minimums, whichever is higher, to start a published straight-in or sidestep approach or en route descent.

NOTE 1: C-21, C-27, CT-43, C/EC/HC/LC/WC-130 comply with 55/AFI 11-XXX series**.**

NOTE 2: 1 ACCS (E-4) approach minimums for operational NAOC sorties are as published and takeoff RVR is 1000 feet. Approach minimums for training sorties are as published or ceiling 200 feet (60 m) and visibility 2400 feet (800 m), whichever is greater and takeoff RVR is 1600 feet (500 m). Simulated Category II/IIIA ILS approaches may be flown to 100 feet (30 m) Radio Altimeters. Additional restrictions in applicable 51-series regulation apply.

NOTE 3: CT-43 aircraft may fly Category II ILS approaches with minimums of 100 feet ceiling, and RVR of 1200 feet (visibility of 1/4 mile, 400 m).

NOTE 4: KC-10 aircraft commanders, certified by the OG/CC, may fly Category II ILS approaches with minimums of 100 feet ceiling (30 meters), and RVR of 1200 feet (visibility of 1/4 mile, 400 m).

8.14.2. 2nd Bullet. ACC and ACC-gained aircraft may follow the guidance established in either of the two bullets of paragraph 8.14.2, of the basic instruction. Aircraft commanders will ensure the aircraft has sufficient fuel to go missed approach and land at the alternate airfield with required reserves.

NOTE: Fighter/Attack/Fighter recce/CTP aircraft may continue the approach when weather is reported below either the ceiling or visibility of the pilots weather category or published minimums, whichever is higher.

8.14.3.1.(Added). Fighter/ Attack/ Fighter recce/ CTP aircraft commanders will reference the touchdown zone elevation (TDZE) for straight-in approaches and field elevation for circling approaches to determine pilot weather category minimum descent altitude or published minimums, whichever is higher. Example: TDZE is 26 feet plus 500 feet pilot weather minimum equals 526 feet DH/MDA. Use field elevation if TDZE is unavailable.

8.14.3.2. (Added). Bomber/ Command and Control/ Reconnaissance (to include the U-2)/ Tanker aircraft will use a decision height of 200 feet or published minimums, whichever is higher, on all precision approaches.

NOTE: See notes in paragraph 8.14.1.1, above for exceptions and the use of radar altimeters**.**

8.15.1. HQ ACC/DOW will approve alternate means to determine RVR on a case-by-case basis.

8.16. F-117 aircraft may fly "VFR on Top."

TABLE 8.14

PILOT WEATHER MINIMUMS
FOR
FIGHTER/ATTACK/FIGHTER RECCE/CTP AIRCRAFT

Category 1

Flying Hour Criteria:	150 hours primary flight time in assigned aircraft and 1,000 hours total time.
Takeoff:	Published approach minimums for departure base.
Approach Weather Minimums:	Published minimums for approach to be flown.

Category 2

Flying Hour Criteria:	100 hours primary flight time in assigned aircraft, plus either be a flight lead or have 750 hours total time.
Takeoff:	Published approach minimums for departure base or ceiling 300 feet and visibility 1 mile (RVR 5,000 feet), whichever is higher.
Approach Weather Minimums:	Published minimums for approach to be flown or ceiling 300 feet and visibility 1 mile (RVR 5,000 feet), whichever is higher.

Category 3

Flying Hour Criteria:	50 hours primary flight time in assigned aircraft, plus either be MR/MS/MC or have 500 hours total time.
Takeoff:	Published approach minimums for departure base or ceiling 500 feet and visibility 1 1/2 miles, whichever is higher.
Approach Weather Minimums:	Published minimums for approach to be flown or ceiling 500 feet and visibility 1 1/2 miles, whichever is higher.

Category 4

Flying Hour Criteria:	Successful completion of a formal instrument evaluation in assigned aircraft.
Takeoff:	Ceiling 700 feet and visibility 2 miles.
Approach Weather Minimums:	Published minimums of the planned approach or ceiling 700 feet and visibility 2 miles, whichever is higher.

Category 5

Flying Hour Criteria:	All Initial Qualification Training and Requalification Training students before a formal instrument evaluation.
Takeoff:	Ceiling 1500 feet and visibility 3 miles.
Approach Weather Minimums:	Ceiling 1500 feet and visibility 3 miles.

NOTES FOR TABLE 8.14

1. For the purpose of this system the term "pilot" implies "aircraft commander" except where noted. This system applies to all ACC, ANG, and AFRES pilots flying fighter/ attack/ fighter recce/ CTP aircraft. Pilot weather minimum categories will be documented in AFORMS.

2. When calculating total time, do not include student/UPT or other flight time. Hours in assigned MDS aircraft may include all Series or Mission types of a particular Design aircraft (i.e. F-15A/B/C/D/E).

3. Assignment to Category 1 is dependent on the pilot's demonstrated knowledge and performance under operations in Category 2. The pilot's squadron commander will ensure that a current AFORMS product or individual qualification letter is maintained with the pilots training folder. The product or letter should highlight the pilots who have been approved to fly Category 1 weather criteria by the squadron commander. Changes to the product or the letter will be annotated and initialed by certifying official until the updated product is available.

4. Category 2 is the minimum for normal training/support missions. Category 1 may be exercised for overriding mission requirements with approval of the OG/CC or designated representative.

5. If an IP has immediate access to a duplicate set of flight controls, the IP's pilot weather category may be used. Companion Trainer Program flights of T-37s and T-38s without an IP on board will use the front cockpit/left seat pilot's weather minimums.

6. For formation approaches, the pilot weather minimums for the pilot with the most restrictive category will apply. In no case will formation landings be made when the weather is less than 500 feet and 1 1/2 miles unless required to cope with an emergency situation.

7. Night formation landing will be conducted only to cope with emergency situations. The preferred method of recovery is to drop the wingman off while the leader executes a go-around.

8. Qualified pilots may be placed on air defense alert regardless of the pilot's weather category (applies only to fighters). When existing or forecast weather is below the pilot's weather minimum category, the pilot will be placed on mandatory alert status or changed out as required by NORAD Regulation 55-11.

9. Metric Conversion Table for Ceiling and Visibility:

Ceiling			Visibility		
Ceiling	**to**	**Meters**	**Miles**	**to**	**Kilometers**
200 ft		**60 m**	**.5 miles**		**.8 km (800m)**
300 ft		**90 m**	**1 miles**		**1.6 km (1600m)**
500 ft		**160 m**	**1.5 miles**		**2.4 km**
700 ft		**210 m**	**2 miles**		**3.2 km**
1500 ft		**450 m**	**3 miles**		**4.8 km**